

Shipping

CHOLERA AND TYPHOON DELAY PERSIA EN ROUTE TO HONOLULU

An epidemic of cholera at Shanghai, deaths resulting from which are reported to have totaled as high as one hundred a day, served to detain the Pacific Mail liner Persia five days at Japan ports, on the voyage from Hongkong to Honolulu.

The malady is said to have spread over the native and foreign city and the adjacent country to an extent that many Europeans have died from the scourge. The police department of Shanghai has lost several members, many being in the hospital at the time the Persia called at Wusung, the port of entry for Shanghai.

The Persia called at the infected port, to take on a quantity of raw silk. Upon arrival at Nagasaki, Japan, the Japanese health officers immediately placed the liner in quarantine. Following three days' detention at Nagasaki, the Persia was released, the quarantine officials permitting the vessel to proceed to Kobe.

A general order has been issued by the Japanese government which prohibits vessels coming from Shanghai to enter Nagasaki until the five days' quarantine has elapsed. On one Japanese steamer at Nagasaki, three genuine and nineteen suspected cases of cholera were found on board.

Officers in the Persia on arrival at Honolulu this morning stated that shipping trade at Moji is also badly affected by the cholera at Shanghai. The P. & O. steamer Oriental, the Wakamatsu-maru and Darin-maru III, which arrived at Moji from Shanghai had to undergo rigorous medical inspection.

The Chuyetsu S. S. Co.'s steamer Kaga-maru, bound for Wakamatsu, is being detained at Matsura Island, near Moji, owing to one of the crew suffering from cholera.

The Japanese Government has given the following instructions to vessels calling at Shanghai:

No steamer calling at Shanghai must be supplied there with water, vegetables, fruit, fish or milk.

No member of the crew is allowed to land at Shanghai except on urgent business.

Passengers are to be requested not to go ashore.

Passengers embarking at Shanghai are to be subject to special medical inspection.

Captain Hill met with a very heavy typhoon as the Persia steamed in the vicinity of Tsurabou Island, in the China sea. The wind was of intense velocity, though the little Pacific Mailer is said to have suffered no damage save the partial wrecking of one of her life boats. For some hours the Persia steamed in the central zone of the typhoon, where a dead calm prevailed. The officers declare that during this particular stage of the storm thousands of birds filled the air and hundreds sought a resting place on the decks of the liner. The same storm, which broke over the island of Formosa, resulted in much destruction of property and loss of life. Telegraph posts were blown down, a large number of houses were destroyed or badly damaged, while the crops are also damaged. Upwards of a thousand persons have been rendered homeless. The telegraph service between Formosa and Kyushu is partially interrupted.

With the arrival of the Persia comes the information that the Toyo Kisen Kaisha liner Shin-yo Maru and the Pacific Mail steamship Korea, now in the Far East, will omit a call at Shanghai owing to the prevalence of cholera there.

The Persia arrived here with 8 cabin and 88 steerage passengers for Honolulu. Of the latter 10 are Filipinos recruited for island plantations. The through list of passengers includes 62 cabin, 6 second class and 297 Asiatic steerage.

Honolulu cargo amounts to 244 tons, including a general assortment of Oriental produce and merchandise. The Persia is carrying over one million dollars' worth of raw silk besides other consignments of valuable freight.

The liner is listed for dispatch for San Francisco at five o'clock this evening, taking a few layover passengers and a later accumulation of mail for the mainland.

Mariposa Piled On Alaska Shore.

Honoluluans will be interested in the fate of the former popular Oceanic liner Mariposa now one of the vessels in the Alaska Steamship northern fleet. Wireless messages received at San Francisco at the time of the departure of the Sierra for Honolulu was to the effect that the steamer Mariposa, of the Alaska Steamship company, is still ashore at Valdez. Attempts to float her were futile. The Mariposa, returning from a western Alaska voyage, crashed into the wharf at Valdez and then ran ashore, where she stuck in the mud. She has a heavy list to starboard, but is apparently uninjured and should be floated at the first high tide. The accident was due to a misunderstanding of signals on the part of the engineer.

Danish Warship for Panama.

COPENHAGEN, Denmark, Aug. 24.—The Danish navy is to be well represented in the great fleet which is to assemble to commemorate the opening of the Panama canal. The big cruiser Valkyrien, one of the finest ships in the navy, has been chosen as the Danish representative.

It is planned to send as one of her officers a prince of the royal family—either Prince Valdemar or his son, Prince Axel, both of whom are naval officers. It also is known that Prince Gustav, brother of the king, would like to make the voyage.

The Valkyrien is best known in America as the Danish warship which rendered splendid relief service at the time of the Martinique earthquake. Some years ago, under the command of Vice Admiral Prince Valdemar, she made a trip to the East Indies.

Many Gathered At Honolulu Departure.

A crowd gathered at Hackfeld wharf as the Matsun Navigation steamer Honolulu steamed away from her berth for the open sea and San Francisco. The liner got under way shortly after ten o'clock this morning taking 137 cabin passengers, and a cargo including 2100 tons sugar, 25,000 cases preserved pineapples, 2500 bunches bananas, and a quantity of sundries.

A large mail destined for the mainland was given the Honolulu, as that vessel is expected will arrive at the coast port at an early hour Wednesday morning.

The Royal Hawaiian band was present at the sailing of the steamer and a program of melodies was much appreciated by passengers as well as the general public.

Hyades Will Land Much Lumber.

A very large general cargo and a quantity of lumber are aboard the Matsun Navigation freighter Hyades, which vessel has sailed from Seattle for Honolulu and should arrive here on or about September 27.

A cable received at the agency of Castle & Cooke to the effect that the Hyades left the Sound with 2300 tons of merchandise and 300,000 feet of lumber for Honolulu. There are 300 tons of merchandise and 100,000 feet of lumber for Elele. Kahului freight amounts to 1300 tons, with 16,000 feet of lumber for discharge there. At Kapaeha the vessel will discharge 60 tons of freight and 20,000 feet of lumber. The Hyades is scheduled to proceed to Hilo, where 300 tons of freight are to be left. The vessel will be supplied with a quantity of sugar and thousands of cases of preserved pineapples.

Windjammers Ready To Sail For The Coast.

Several windjammers now at this port have been discharged of general cargo and lumber and are being made ready to sail for the coast. The S. J. Allen is destined for Fort Bragg, carrying ballast only. This vessel is expected to get away tomorrow. The Bark R. P. Rithet has completed taking on six hundred tons sugar, and is to sail for San Francisco today or tomorrow. The last of the lumber brought down from the Sound is being discharged. The E. K. Wood is expected to get away for the north Pacific coast today.

Mauna Kea Carried Crew For Schooner.

A new crew, recruited at Honolulu's waterfront, was shipped to Hilo in the Inter-Island steamer Mauna Kea yesterday, the men to take berths in the American schooner E. K. Wood, now at the Hawaii port, where the last of a consignment of lumber brought down from the Sound is being discharged. The E. K. Wood is expected to get away for the north Pacific coast today.

Another Line From Honolulu To Seattle.

According to advices received at Honolulu this port is soon to be placed in touch with Seattle through the Harrison Direct Line of freighters. Balfour, Guthrie & Co., Coast agents for the Harrison Direct line, announce that the steamers in this service will in future extend their trips to Seattle after calling at Victoria and Vancouver. The steamer Colonial, leaving Liverpool at the end of this month, will be the first to make the new call.

Coast Line Boosts Rates.

The August freight tariff sheets of the Alaska, Pacific Coast and Northland steamship companies quote a two-dollar per ton advance on freight from Seattle to points in southeastern Alaska, namely, a rate of \$5, \$6 and \$7 per ton to Ketchikan, Juneau and Skagway respectively. The Humboldt Steamship Company's new tariff continues the old rates of \$3, \$4 and \$5 per ton to these points.

Kinaiu Makes Special Trip To Kahului.

The Interisland steamer Kinaiu has been placed on the boards to make a special trip to Kahului, the vessel to depart for the Maui port at 8:30 Saturday evening.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
16	5:07	1:07	5:07	1:07	5:07	1:07	5:07	1:07
17	5:16	1:16	5:16	1:16	5:16	1:16	5:16	1:16
18	5:26	1:26	5:26	1:26	5:26	1:26	5:26	1:26
19	5:36	1:36	5:36	1:36	5:36	1:36	5:36	1:36
20	5:46	1:46	5:46	1:46	5:46	1:46	5:46	1:46
21	5:56	1:56	5:56	1:56	5:56	1:56	5:56	1:56
22	6:06	2:06	6:06	2:06	6:06	2:06	6:06	2:06

First quarter of the moon Sept. 17.

WEATHER TODAY

Temperature—6 a. m., 70; 8 a. m., 81; 10 a. m., 78; 12 noon, 81. Minimum last night, 70.
Wind—6 a. m., velocity 4, direction NE.; 8 a. m., velocity 3, direction NE.; 10 a. m., velocity 6, direction S.; 12 noon, velocity 10, direction NE. Movement past 24 hours, 129 miles.
Barometer at 8 a. m., 29.94; dew point at 8 a. m., 64; relative humidity, 8 a. m., 55; absolute humidity, 8 a. m., 6.202; total rainfall during past 24 hours, 0.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants Exchange.)

Wednesday, Sept. 18.
HAMBURG—Sailed, Sept. 14, sp. Ju-teopolis, for Honolulu.
SEATTLE—Sailed, Sept. 17, S. S. Hyades, for Honolulu.
SAN FRANCISCO—Arrived, Sept. 18, schr. Honolulu, from Hana; Aug. 12.
PORT SAN LUIS—Sailed, Sept. 18, S. S. Lanning, for Honolulu.
SAN FRANCISCO—Sailed, Sept. 18, 1 p. m., S. S. Lurline, for Honolulu.
AEROGRAMS.
S. S. Mongolia—Will dock at Alaka wharf Friday morning from San Francisco, with 34 cabin and 18 second-class passengers, 253 sacks mail. Sails for Yokohama about 6 p. m. Friday.

Mauna Kea's Sailing.

The Inter-Island steamship office states that as next Saturday is a holiday, no freight will be received on that day. Freight for the Mauna Kea must be delivered on Friday. On Saturday the Mauna Kea will sail at 5:30 p. m. instead of 4 p. m.

The Inter-Island S. S. Kinaiu will sail for Kahului, Maui, next Sunday night at 8 o'clock.

Tonnage Demanded For Exposition Material.

Shipping men look for many large steamers to be added to the coastwise lumber fleet. With the great demand for redwood, pine, spruce and other kinds of timber that will come with starting of work on the Panama-Pacific Exposition buildings there will be far from enough vessels to do the carrying.

Bark Rithet Taking Part Cargo.

A part cargo of sugar, amounting to about 700 tons will leave for San Francisco in the American bark R. P. Rithet, which is expected to get away for the coast this afternoon or tomorrow. This vessel has been discharged of a quantity of general merchandise and supplies, consigned through the agency of F. A. Schaefer & Co.

All Must Call At Diamond Head.

Hereafter all vessels, steam and sail, arriving on the Sound from the West Coast of South America, must call at the Diamond Head quarantine station, according to orders by the U. S. Marine Hospital Service.

It is unnecessary to state that the Diamond Head referred to is not Oahu's famous promontory.

Steamer Hall Returned With Light Cargo.

A small consignment of sugar was brought to the port in the steamer W. G. Hall, an arrival from Kauai ports this morning. The vessel returned with 2920 sacks sugar, 22 crates pears, 1 auto and 31 packages sundries. The officers in the Hall report smooth seas and favorable winds.

Japanese Freighter Now Due.

Bringing approximately five thousand tons Australian coal the Japanese freighter Koku Maru is expected will arrive at Honolulu by the last of the week. This vessel is enroute from Newcastle, and her fuel comes consigned to the Interisland Steam Navigation Company.

Australian Coal May Go to Kauai.

It is reported that the British freighter Vennacher, now 11 days from Newcastle, N. S. W., with a shipment of 5000 tons Australian coal, may proceed to Kauai ports to discharge. The vessel is supposed to come to the islands under charter to Hind, Rolph & Co.

Safety By Classes.

The investigations into the Titanic disaster have brought to light many not generally known facts. Every casual reader of newspapers knows, for instance, that a number of very wealthy men lost their lives in that disaster while poor and unknown immigrants women and children were saved. At this writing it is less than four months since the unsinkable ship proved such a sad delusion to its passengers and the world at large, but the cool calculator and statistician has been busy ever since and provided figures and tables of comparative percentages which indicate clearly that the respective degree of safety at sea depends after all upon the amount passengers invest in the purchase of tickets. Few men of practical experience will feel inclined to take such statement for granted unless borne out by facts. In the wreck of the Titanic the statistics, compiled by a London publication, show plainly that there was an almost incredible class discrimination in the hour of danger, as follows:

First-class passengers saved, 61 per cent.
Second-class passengers saved, 36 per cent.
Third-class passengers saved, 23 per cent.

Crew saved, 22 per cent.

So much for the percentages of all passengers saved, including males, females and children. When women and children of the three classes are considered separately the distinction of class becomes even worse. Of the first-class women passengers 97 per cent. were saved; of the second-class 84 per cent., and only 55 per cent. of the third-class passengers were rescued. All of the first and second-class children were saved while only thirty per cent. of the third-class passengers children survived.

Los Angeles Sees Million Dollar Line.
LOS ANGELES, Aug. 29.—A new steamship line between Los Angeles harbor, the Panama canal, the Atlantic seaboard and way ports will be established within the next 60 days, if the plans of the Panama Navigation and Commercial company mature.

Alexander Graydon of Chicago, who is connected with the International Fiber company and who has a large plantation in Mexico, appeared before the Los Angeles harbor commission yesterday and asked for information concerning docking and wharfage facilities.

He said incorporation papers for the Panama Navigation and Commercial company had been filed in Arizona, with a capitalization of \$1,000,000, nearly all subscribed. Associated with him, he says, were T. C. Scott of Toronto, Can., and a number of other Toronto and Pittsburgh capitalists.

PASSENGERS ARRIVED

Per P. M. S. S. Persia from Hong Kong via Shanghai and Japan ports—For Honolulu—Mrs. T. Ikeno, T. Ishido, C. Kopima, G. E. Lake, R. Odo, Mrs. Odo.—Through—Mr. C. B. Bacon, Mr. Francis T. Bacon, Master Edward Brewster, Miss Karris Brewster, Master Harold Brewster, Mrs. Hamilton Butler, Mr. Wm. E. Crowe, Miss K. Ewald, Mr. W. C. Fairfield, Mrs. W. C. Fairfield, Mr. R. A. Frost, Mrs. L. M. Gallino, Mr. Fred H. Graham, Mrs. F. H. Graham, Mr. P. L. Gillison, Mrs. L. Hermann, Miss Edith Huang, Mrs. L. Jones, Master Jones, Miss Joy Chai, Dr. M. M. Kay, Mrs. M. M. Kay, Mr. T. C. Kneige, Mr. Lee Quan, Mrs. Lee Shue, Mrs. M. McDonald, Mr. Z. R. Miller, Mr. Ralph Miller, Mrs. J. B. Murphy, Miss P. E. Murphy, Mr. W. Prescott, Mr. W. L. Roburn, Mrs. W. L. Roburn, Mr. B. A. Roberts, Mr. Albert Stein, Mr. Tan Chun Chien, Mr. Tan Fook Tane, Mr. Tang Kam Yung, Mr. F. A. Taylor, Mrs. F. A. Taylor, Major Russell Thomas, Mr. L. O. Thompson, Mr. E. H. Weaver, Mr. J. H. Welch, Mr. Wong Git, Mr. Wong Ka Shin, Mr. T. P. Warship, Mrs. T. P. Warship, From Yokohama—Mr. C. Bayley, Mr. T. Kahai, G. King, Mrs. Annie Thurston and infant.

Per strmr. Claudine, from Hawaii and Maui ports:—J. Chalmers, W. T. Greig, Miss B. Drummond, Mrs. J. Perleira, A. Fernandez, Miss Fernandez, Mrs. M. Ekau, Geo. Rhodes, Miss H. Freeman, Mrs. E. J. Walker, Alice Walker, Annie Walker, Miss L. Weight, C. M. Schoening, Mrs. Nauke, Chong Leong, Tam Fook, M. E. Kau, Mrs. M. G. Paschoal, 57 deck.

Per strmr. W. G. Hall from Kauai ports:—E. A. Knudsen, Mrs. Wm. Danford, Miss Lemon, Miss McCarthy, J. W. Brunning, H. Aneha, Chank Hok, Fook Lung, Chui Wah, Geo. Kanelma Dechert, Mrs. Bechert, C. P. McDonald, Rev. J. Paahuhu, 27 deck.

COURT-MARTIAL OF HAYNES ENDS

[Special Star-Bulletin Correspondence]
SCHOFIELD BARRACKS, Sept. 18.—The closing scene of the trial of Veterinarian J. R. Haynes took place yesterday afternoon, the court prolonging its session until after retreat roll-call had been completed.

The evidence and arguments by Captain Hopkins and Lieutenant Wells, counsel and judge advocate respectively, were all closed up and in the hands of the court-martial by 4:30, and the deliberations of the body consumed nearly two hours.

The principal witness of the afternoon was Colonel Wilder, commanding the Fifth Cavalry. The colonel testified as to his efforts to reduce the friction that had occurred between Drs. Vans Agnew and Haynes, and stated that he had caused Dr. Haynes to be warned as to any statements that the latter might make in a letter to be written in reply to one from Vans Agnew. It appeared that Haynes failed to heed his colonel's advice, since the reply brought the doctor before a court-martial for his indiscretions in language.

Dr. Willoughby, the only other witness of the afternoon, was called by the defense and testified that Haynes did not say to his superior, Vans Agnew, "I don't tell you," but "I'll tell you in the morning," when questioned as to what medicine or treatment had been given a horse.

The accused was sworn as a witness in his own behalf, as is permissible under army legal procedure, but testified only briefly. Captain Hopkins, in his address to the court, confined himself to a dispassionate statement to the effect that Dr. Haynes intended no wrong in any of his acts, and the captain expressed the hope that the tribunal would take into consideration the brief service of his client as an officer.

Lieutenant Wells, in his summing up, briefly recited the main points of the evidence and rested his case without oratory.

Inasmuch as the findings of the court are official secrets, nothing further will be known until General Murray, the division commander, has reviewed the proceedings.

The continuation of the Vans Agnew trial, it was announced, would begin on Monday next.

JAW BROKEN THROUGH FALL

A Japanese was taken to Queen's hospital this morning suffering from a fractured jaw and a bruised face and body, through a fall from a bicycle.

The man was riding at moderate pace along Luso street, when it is claimed that the frame of the machine broke, letting the rider fall to the street.

The Japanese failed to arise, and residents became alarmed, and went to his assistance. The cyclist was found unconscious, and a hurry call was sent to police station.

By the time the officers arrived upon the scene the rider had partially recovered. He was ordered to the hospital for treatment.

AD CLUB POSTPONES.

The Thursday noon lunch of the Honolulu Ad Club will be postponed tomorrow on account of the Republican county convention. The paper on municipal advertising to be read by Mr. H. Gooding Field will be given at a later meeting of the club.

Bringing 750,000 feet lumber from Puget Sound ports, the American schooner Annie M. Campbell, twenty-six days from Tacoma, has arrived at the port. The vessel met with a fair passage.

Honolulu Star-Bulletin

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SHINGLE

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man than Lane, but whether he can beat out Parker is a question.

For sheriff, Oscar Cox is being considered and it is generally believed that he has better than a fighting chance.

Fate Tied to Petitions.
Shingle's action in announcing that he would not be a candidate put an end to the circulation of a number of petitions, started this morning, in his interest and which were being enthusiastically signed by Republicans of every faction.

This morning Shingle was asked by a representative of the Star-Bulletin for an authoritative and final statement as to his position on the nomination, and in response he issued the reply appearing above. He was waited on during the morning by Kuhio and also by representatives of steering committees of the various precincts, and to all returned the same answer, that after due consideration, he thought that it would be to the best interest of the party if he should withdraw as a candidate for nomination to any office.

SUNDAY SERVICE AT METHODIST CHURCH

The Sunday evening service at the Methodist Church was of especial interest. A large company of soldiers were present and joined heartily in the singing of the hymns. Rev. R. E. Smith, the pastor, preached from Psalm 118:8, "It is better to trust in the Lord than to put confidence in man."

The sermon was intensely practical throughout and was a manly plea for the life of trust in God. The music was greatly enjoyed by all. The choir rendered an anthem, "Now the Day is Over" and Mr. Arthur Hudson sang "O Galilee."

LAND TURNED OVER.

A. H. Dondoro on September 17 bought from Cornelia A. Bishop a piece of land at Kalawahine and Kolea, Honolulu, containing 747,000 acres, for \$5000, and on the same day deeded the property to Loo Joe for \$5750.

It is useless to take a vacation if you are weary from overrest.

GEN. MURRAY

(Continued from Page 1)

make Oahu impregnable." This board, which was familiarly known in service circles as the "brain trust," worked five weeks on the theoretical side of the island's defense. The maneuvers will be a valuable addition to this work, as they will solve with marching men some of the problems which the board worked out with map and scale. Altogether, the coming campaign looks bigger every day.

Women have had at least one pleasant result. It has trained a type of woman peculiarly interesting and companionable to men of affairs. Less a romance illumines the life of the woman in business than that of her domestic sister, but more comprehension of the conditions under which livings must be earned. She has learned that this pursuit engrosses most of the waking hours of the man, and she therefore avoids placing the petty affairs of the day on a personal basis. In business transactions she is generally brisk, accurate and reliable. As a companion, she is able to converse of things which interest men, not from acquired information, as clever wives can learn to do, but from an experience often equivalent to the man's. And, rarest of all, she has outgrown forever the notion that every man who accedes to a deferential civility is a possible suitor and a potential husband. Your typist, your secretary, your bookkeeper, your professional woman—end professional women can nowadays complete their equipment as young as professional men—have had much of our old-fashioned sentimental folly educated out of them. Without being less womanly, they are not so womanish.—Boston Transcript.

An Austrian has reached New York en route to Paris, where he will claim 300,000 francs offered in 1900 by Baron de Rothschild for the first man to walk around the world in thirteen years.

Miller & Lux, California cattleman, may be sued by the State for buying prison-made jute bags from San Quentin and selling them for a good profit—which is contrary to law.

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